

From boatanchors@theporch.com Fri Feb 3 13:20:59 1995
Date: Fri, 3 Feb 1995 09:30:34 -0600
Message-Id: <9502031531.AA26687@speckle.ncsl.nist.gov>
From: morgan@speckle.ncsl.nist.gov (Roy Morgan)
Subject: Re: 2 Questions

>> 2. I run all my gear on a bodacious variac that followed me home (very)
>> late one night. I have it set at 110v. Is that too low?
>>
>
>For the sake of all components, especially tube filaments, 110 vac is
>about right.

Find out for yourself: Measure the filament voltage on the pins of various tubes in your set(s). (With high-current tubes, measure on the pin itself, not on the wire or connection tab. With the Beaudacious Variac, set a compromise.

Use the bucking filament transformer idea if one set is running too hot (details by e-mail upon request.)

--
Roy --

Roy Morgan / Tech A-266 / NIST / Gaithersburg MD 20899
(National Institute of Standards and Technology, formerly NBS)
301-975-3254 Fax: 301-948-6213 Internet: morgan@speckle.ncsl.nist.gov

From boatanchors@theporch.com Fri Feb 3 14:20:00 1995
Date: Fri, 3 Feb 1995 11:02:16 -0600
Message-Id: <950203163410_71333.144_DHQ70-15@CompuServe.COM>
From: don merz <71333.144@compuserve.com>
Subject: 6082's, R4B crystals

Well, I solved my 6082 problem....big time. Where once there were none, now there are many:

6082 tubes for sale: \$10 each. Brand new, old stock, mostly Raytheon. These are the VR tubes in the R90A, R390 and R389. Two are used in the set and I've never seen two come out of a 390 and test good. When was the last time you checked yours? This price is \$1 less than AES' new price and \$3 more than Fair Radio's used price.

Also:

160 meter crystal for the Drake R4B: \$8
and one 12.455 crystal that takes you into the top half of the BCB: \$5

WANTED: New, American 6HS6 tubes (need several).

From boatanchors@theporch.com Fri Feb 3 14:58:51 1995
Date: Fri, 3 Feb 1995 11:55:19 -0600
Message-Id: <9501037918.AA791834194@CCGATE.HAC.COM>
From: jcreid@ccgate.hac.com
Subject: 6895 Rectifier tubes

For all you high-powered fiends out there: I have been given permission to dispose of (6) 6895 rectifier tubes along with their ceramic sockets and plate caps. As far as I know, the tubes are all in good shape. Everything was fine when the unit was shut down. These are super high voltage rectifier tubes out of a Westinghouse 450Kc 50KW RF generator. Free, but you pay shipping.

-Jim

From boatanchors@theporch.com Fri Feb 3 10:54:01 1995
Date: Fri, 3 Feb 1995 07:52:15 -0600
Message-Id: <199502031353.IAA95811@ee.duke.edu>
From: "Rhett T. George" <rtg@ee.duke.edu>
Subject: <didn't bother with a subject>

- Greetings to all boatanchorists -
We are fortunate. We have excellent keepers of the list. As faculty advisor for the electric car project, I read the electric vehicle digest. Yesterday there were 100 messages, over 50 being computer-generated Non-Deliverable-Mail messages. This is not the fault of that list-keeper, Mr. Clyde Visser whose efforts I appreciate very much. The keepers of the B-A list do very well by comparison and on an absolute scale. Let's give them a round of applause.
73 Rhett - KE4HIH

From boatanchors@theporch.com Fri Feb 3 13:38:15 1995
Date: Fri, 3 Feb 1995 09:42:55 -0600
Message-Id: <9502031537.AA05634@batman.rock.gtegsc.com>
From: okas@batman.rock.gtegsc.com (Bob Okas)
Subject: <didn't bother with a subject>

Gentle Readers,

I am a charter member of this fine list and I must report that it grieves me

to no end to see how the message content has deteriorated as of late. It has taken me considerable time to form a cogent response to the recent goings-on. Demands my employer places on me have prevented me from posting as frequently as I'd like, but I do read the mail regularly. I feel now is time to speak my piece.

I've participated in enough organizations to know that the tone of a group is established by its leadership. If the leaders are friendly, dynamic and tolerant, it is my experience that the membership at large embraces these qualities and emulates those in charge. The result is a win-win situation. However, the converse is also sadly true. Attitudes tend degenerate to the lowest common denominator.

In August of 1992, we were all an enthusiastic bunch eager to share our collective knowledge of the heavy iron we so dearly enjoy. Today, we're bitching about this and that and falling into a degenerative clique mentality. Extreme polarization within groups destroys them from the inside-out. I fear bitterness is creeping into our once happy gathering and, if left unchecked, will ultimately deny us the pleasure we seek from participating in this list. It's happening already, folks.

I would like to suggest that we refocus our attention back onto the subject matter, release old grudges, bury whatever differences we have, and celebrate our beloved boatanchors. It's good operating practice to be considerate of those who must bear costs associated with receiving and archiving the copious, old-buzzard ;-} messages that we produce. I find there is merit in just about every message that arrives in my mail box; some for immediate use and some for squirreling away for later. If nothing else, I just may learn something about an aspect of the hobby to which I've had no previous exposure. Occassionally, I may post a request for information, answer another's request, provide a report of BA sightings or other pertinent info. These are some of the reasons I subscribe in the first place. One also cannot discount the commaradarie experienced in commiserating about our favorite toys.

So, having gotten that off my chest, I will return to lurking and look forward to posts that have anything to do with boatanchors.

Bob - N3MBY

From boatanchors@theporch.com Sat Feb 4 01:37:07 1995
Date: Fri, 3 Feb 1995 23:08:36 -0600
Message-Id: <199502040508.XAA02659@uro.theporch.com>
From: Jerry Proc <NGGTZKNK@admin.humberc.on.ca>
Subject: <didn't bother with a subject>

listproc@theporch.com

From boatanchors@theporch.com Fri Feb 3 10:43:35 1995
Date: Fri, 3 Feb 1995 07:22:35 -0600
Message-Id: <m0raNkg-00001gC@next3.acme.ist.ucf.edu>
From: clarke@acme.ist.ucf.edu (Thomas Clarke)
Subject: Re: ? 371B tubes and 805 tubes

My thought is that it has to do with envelope/plate size.
With tubes like the 805 the big graphite plate pretty much
fills the envelope - the plate is close to the glass.

I don't know the 572, but on tubes like 4-125 and 4-250 the
plate is smaller and far from the glass.

Since the plate is further away it can be run hotter

(some color at CCAS, cherry red at ICAS :-) and since power
radiated as a black body goes something like 4th power of temp,
a smaller plate can radiate more heat.

Makes we wonder - has anyone ever seen a case where the glass
softened and the tube imploded under overload before something
else broke?

Tom Clarke
(Waiting for call sign)

From boatanchors@theporch.com Fri Feb 3 13:06:41 1995
Date: Fri, 3 Feb 1995 09:11:56 -0600
Message-Id: <Pine.3.89.9502030911.B19358-01000000@dua150.kpt.emn.com>
From: "Barry L. Ornitz" <ornitz@emngw1.emn.com>
Subject: Re: ? 371B tubes and 805 tubes

On Fri, 3 Feb 1995, Thomas Clarke wrote:

> Since the plate is further away it can be run hotter
> (some color at CCAS, cherry red at ICAS :-) and since power
> radiated as a black body goes something like 4th power of temp,
> a smaller plate can radiate more heat.

Only if the smaller plate is run at higher temperatures! You begin to
worry a little when the plate goes past bright red and into the yellow.
I did this once with a graphite anode 813. Ooops! It didn't seem to
cause permanent harm, however. Do this with a transistor, guys! :-)

>Makes we wonder - has anyone ever seen a case where the glass
> softened and the tube imploded under overload before something
> else broke?

One of my friends once did this to a Swan 500 (which was never known for adequate cooling anyway). This guy was used to casually dipping the plate, peaking the grid, increasing the loading, dipping the plate, etc. for minutes at a time with his old forgiving AM rigs. He finally bit the bullet and went SSB with the Swan but never read the instruction manual about tuning QUICKLY. I saw the set of sweep tubes he removed. The glass envelopes had been sucked in until they deformed the plates, shorting the tube and blowing the fuse. Now consider that most of the larger sweep tubes use a borosilicate type glass which can take considerably higher temperatures than the glass used on receiving tubes. The guy was a projectionist at the local theatre, so he must have been used to smelling smoke from a carbon arc lamp. How else do you explain not noticing the back of your rig is on fire! :-)

{I cannot remember Gene's call but he wrote a nasty letter to QST about Swan.}

73, Barry WA4VZQ ornitz@emn.com

From boatanchors@theporch.com Fri Feb 3 13:37:30 1995
Date: Fri, 3 Feb 1995 09:49:37 -0600
Message-Id: <199502031549.KAA09643@bronze.lcs.mit.edu>
From: moisan@bronze.lcs.mit.edu (David Moisan)
Subject: Re: ? 371B tubes and 805 tubes

>
> Makes we wonder - has anyone ever seen a case where the glass
> softened and the tube imploded under overload before something
> else broke?
Not with ham gear, but an audiophile once told me of an amp whose tubes would *melt* when overloaded. I don't think it'd be as "spectacular" as a CRT popping, but it's one of those failure modes I'd have to see (on someone else's equipment, of course!)

Dave

--
| David Moisan, N1KGH / ^ \ / ^ \ moisan@bronze.lcs.mit.edu |
| 86 Essex St. Apt #204 (o ^ o) n1kgh@amsat.org |
| Salem. MA 01970-5225 | | ce393@cleveland.freenet.edu |
| "I can't URL to there! It's DISGUSTING!"--Wakko Hacker |

From boatanchors@theporch.com Fri Feb 3 14:15:35 1995
Date: Fri, 3 Feb 1995 10:40:27 -0600

Message-Id: <9502031634.AA21341@ausable.crd.Ge.Com>
From: mallick@ausable.crd.ge.com (John Mallick)
Subject: Re: ? 371B tubes and 805 tubes

Barry wrote...

>Makes we wonder - has anyone ever seen a case where the glass
> softened and the tube imploded under overload before something
> else broke?

One of my friends once did this to a Swan 500 (which was never known for adequate cooling anyway). This guy was used to casually dipping the plate, peaking the grid, increasing the loading, dipping the plate, etc. for minutes at a time with his old forgiving AM rigs. He finally bit the bullet and went SSB with the Swan but never read the instruction manual about tuning QUICKLY. I saw the set of sweep tubes he removed. The glass envelopes had been sucked in until they deformed the plates, shorting the tube and blowing the fuse. Now consider that most of the

There was a nice picture of this in an old QST article about the joys and caveats of designing a cheap linear amp using "sweep tubes". I think they used at least 4 tubes in parallel. It might have been one of those Lew McCoy specials...

73, John WA1HNL

From boatanchors@theporch.com Fri Feb 3 22:36:54 1995
Date: Fri, 3 Feb 1995 19:59:41 -0600
Message-Id: <Pine.3.89.9502031851.F8205-c110000@thelair.zynet.com>
From: johnb@thelair.zynet.com
Subject: A Boat Bio

This message is in MIME format. The first part should be readable text, while the remaining parts are likely unreadable without MIME-aware tools.

--SAB08508.791863077/thelair.zynet.com
Content-Type: TEXT/PLAIN; CHARSET=US-ASCII

----- Original message follows -----

--SAB08508.791863077/thelair.zynet.com
Content-Type: MESSAGE/RFC822
Content-ID: <Pine.3.89.9502031851.G8205@thelair.zynet.com>

Return-Path: johnb
Received: (from johnb@localhost) by thelair.zynet.com (8.6.9/8.6.9) id SAA08508;
Fri, 3 Feb 1995 18:57:57 -0700
Date: Fri, 3 Feb 1995 18:57:56 +0000

>From: <johnb@thelair.zynet.com>
Subject: Boat Biography
To: boatanchors@thelair.zynet.com
Message-ID: <Pine.3.89.9502031812.E8205-0100000@thelair.zynet.com>
MIME-Version: 1.0
Content-Type: TEXT/PLAIN; charset=US-ASCII

Following Larrys promulgation, I offer the following:

I'm newly 40 yrs old (aarrghhhhh!) and have been a ham of one sort or another for 25 yrs (see WN5AUW), and a SWL for several year before that. While I DID get sidetracked with girls and 55 chevys for a bit, I've been a ham ever since. Until last November I was employed by DEC as a Principal Component Engineer, and got caught in their spiral of plant closures . I am presently a Drain on Society (resume available on request! :-)

Principal interests are in everything old with a tube in it. I have about 10 pieces of Johnson stuff, several collins rx's, Hallicrafters rx's, Hammurlunds's, Heath, Globe and on and on. I have filled half of one garage, a storage garage, and much of this apartment with BA gear. What me, obsessive? 50's communications gear is my favorite. I also like fast murrican cars, and military firearms. Arent we a diversified group?! A masters thesis begging to be written!

I was one of the first 3-4 guys on this list, and still have some of the first couple mailings about Dixie 100's that Jim Lockwood kicked this all off with. Its been fun.

Jim! Think of all the lost productivity accross this planet that YOU are PERSONALLY responsible for, as folks peruse the latest BA mailing, instead of the latest ECO's ! :-)

Keep friendly, and keep the smiles, and the filaments lit.

/john

John M. Brewer wb5oau
johnb@thelair.zynet.com

--SAB08508.791863077/thelair.zynet.com--

From boatanchors@theporch.com Fri Feb 3 13:25:48 1995
Date: Fri, 3 Feb 1995 09:35:55 -0600
Message-Id: <9502031531.AA28395@asterix.isoft.intranet.gr>
From: "PMD G.SIFAKIS" <pmdsif@isoft.intranet.gr>

Subject: Re: Aircraft on BA? Not!

Scott complains about the aircraft subjects appearing in the BA list. I prefer to see them there. It is these digressions that make the list more interesting and besides they subside after a while. Remember the one about organs? Also, 90% of these messages had some mention of the related BAs which to me at least, is extremely interesting.

This is an easy going list. Let's not make too many rules, unless it is absolutely necessary. My opinion.

73

George SV0KA

From boatanchors@theporch.com Fri Feb 3 14:19:54 1995
Date: Fri, 3 Feb 1995 10:57:48 -0600
Message-Id: <9502031659.AA2786@hqsmtp.ops.3com.com>
From: Joe Reda/HQ/3Com <Joe_Reda@3mail.3com.com>
Subject: Re: Aircraft on BA? Not!

>This is an easy going list. Let's not make too many rules, unless it is
>absolutely necessary. My opinion.

I'm with George. Another example: I am very interested in the vanity call signs because I've always wanted a 1x3 sign (K6***) and, since I don't read net news much, probably wouldn't have heard about them until too late. Therefore the ARRL bulletin was of value to me, a BA-er. True, we don't need to see each and every one but I suspect the posters would know how to filter out the QRM.

What's the connection? Joe is a ham. Hams use transceivers. Joe's transceiver is a BA (a real balky National NCX-5). Nuff said.

I'm more concerned about the tone of some of the messages coming across the list . . . being in MIS here at 3Com I know all too well the work load that administrivia can put upon you. Even so, though, I'd hate for this list to get to the point where each "transgression" gets you a shout or a slap.

Let's get back to discussing BAs and the occasional tangential subjects also.

My \$.02 worth . . .

\\Joe KC6TXU

From boatanchors@theporch.com Fri Feb 3 19:05:40 1995
Date: Fri, 3 Feb 1995 15:56:37 -0600
Message-Id: <9502032154.AA03813@decst.nipr.ac.jp>
From: okada@decst.nipr.ac.jp (Itaru Okada)
Subject: Airplanes

Hello from Tokyo

I have subscribed BA list during this 2 months. I'm 29 years old and enjoying restoration of old YAESU tube rigs. I hope to make AM tube gear and use it someday. AM is still alive on 6m here. I'm also enjoying SWL using R390A. I appreciate very much getting much info about tubes and receivers.

I don't want to speak much about delicate problem. And I hesitate to touch such a thing. But....

I'm interested in WWII radios like BC312 as BA. Therefore it is also very interesting for me to hear what circumstance the radio was used in, how it was operated, how it was used in the tactics and so on. I purchased WWII carbon mic from Fair Radio Sales because I don't have so much money to get receivers. And I think that a style of P-38 is very beautiful. In other words, I feel fascination to WWII US military products.

However, honestly saying, it makes me complex feeling that some of you are joyfully posting some texts. Someone used a word such as 'Zero-killer'. OK, it was a good Japanese killer. What of this function is related to BA ? Imagine your mind when you hear 'Zero fighter was ****-killer'. Remove such a unpleasant word.

73

Itaru Okada
JF2NXS/N7UVV

From boatanchors@theporch.com Sat Feb 4 00:15:11 1995
Date: Fri, 3 Feb 1995 21:22:54 -0600
Message-Id: <9502040249.AA24195@uvs1.orl.mmc.com>
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)
Subject: RE: Airplanes

Itaru Okada rites:

>However, honestly saying, it makes me complex feeling that some of you
>are joyfully posting some texts. Someone used a word such as 'Zero-killer'.
>OK, it was a good Japanese killer. What of this function is related to BA ?

>Imagine your mind when you hear 'Zero fighter was ****-killer'. Remove
>such a unpleasant word.

However it is true: certain military aircraft were designed/modified specifically to counter threats. In the context of the Pacific war of 1941-45 the Mitsubishi A-6M (from memory so no guarantees 8*) was a threat and in the words of General McArthur: "Your job is not to die for your country, it is to make that other poor SOB die for his."

Understand further that wars are generally fought by attrition. If you would prefer, we could say "remove from the adversary's use, assets which are of benefit to him/her in the prosecution of the ongoing conflict with minimal expenditure of our own." However, both the Zero/Zero-Sen/Zeke and the P-38/Lightning/Twin Tailed Devil were designed to be "air superiority fighters", hunter/*killer*/destroyers just by two very different schools of thought for two different purposes (both in response to a 1937 requirement)

Hokay I have now wasted a screen for some. So what does it have to do with BAs. Plenty.

The P-38 was designed around specifications that made it the largest, heaviest, fastest P-series fighter to date. It had a design range of 450 miles (though in at least one famous incident this was pushed to 550 miles). This required avionics that could push for those distances, a range that previously had only been needed by Bombers and not Pursuits. Hence the powerful gear. This subject alone could take up a full sized thesis, as could the cultural emphasis that made such communications capability an imperative for the Americans.

IMHO proper understanding of a BA or any artifact of historical interest is enhanced by appreciation the context of its design and this means understanding the purpose and restrictions of the device it was mounted in.

Usually this engenders a respect for the design and a desire to recreate the conditions of its use, if nothing more than proper mountings and power supply. No, it is not as easy as using modern stuff any more than climbing a mountain is easier than being dropped there by a helicopter. To a few, the "road less travelled." is the more interesting one.

Warmly,
Padgett

From boatanchors@theporch.com Fri Feb 3 22:46:32 1995
Date: Fri, 3 Feb 1995 20:18:17 -0600
Message-Id: <9502040217.AA04180@decst.nipr.ac.jp>
From: okada@decst.nipr.ac.jp (Itaru Okada)
Subject: apology (Re: airplanes)

Hello all,

I must apologize to all about expressing uncomfortable emotion because of misunderstanding from lack of my knowledge (and this is off topic).

vancleef@bga.com lectured me about the precise meaning of 'kill' as specific term on aviation. It means combat victory, and this word should be used with regard to the airplane themselves, **not** to the person (pilot).

US and Japan have a tragedy on our history. This fact affected me and I had lost coolness. I should be more careful about this.

And johnb@thelais.zynet.com explained me from his experience that they never want to hurt me .

I would like to stop this topic any more.

I wrote :

>
> (snip)
>
> However, honestly saying, it makes me complex feeling that some of you
> are joyfully posting some texts. Someone used a word such as 'Zero-killer'.
> OK, it was a good Japanese killer. What of this function is related to BA ?
> Imagine your mind when you hear 'Zero fighter was ****-killer'. Remove
> such a unpleasant word.
>
>
> 73
>
> Itaru Okada
> JF2NXS/N7UVV
>

From boatanchors@theporch.com Fri Feb 3 18:51:00 1995
Date: Fri, 3 Feb 1995 15:21:56 -0600
Message-Id: <950203161711_12107785@aol.com>
From: Scgilstrap@aol.com
Subject: Re: ARLB011 Vanity call sign ...

On 03 Feb 95 veltman@netcom.com said:

>follow the 'grease'." I guess the FCC figures that there are enough DF
>hams out there that will want to pay \$7 per year to become an "instant
>old-timer". That may net them some significant revenue bucks. I wonder

Just out of curiosity, how many years of hamming puts one in the "old-timer"
category? Twenty-five maybe? I've been licensed since 1963. That's, uh,

..
32 years. Geez Loo-weez !?! Oh well.

But anyway, I'm seriously considering "vanity-izing" (vanitizing?) my
callsign.

Is anyone else? I might try for my uncle's old call since he was my amateur
radio/electronics mentor. And when I inherited his 1930's style ham shack I
really caught the boatanchor fever. So I think it would be a fitting tribute
to

put his call back on the air. Its a 1 by 3 callsign and its available for
adoption.

On the other hand, it would be neat to have my old original callsign. Its a
2 by 3 callsign, WA0HPU. Decisions, decisions. So I want a callsign that
means something to me. The impression it makes on others isn't a
consideration. And old-timey sounding callsigns don't make the operator.
(A lid by any other callsign is still a lid.)

BTW, the FCC is raising the price on more than just this vanity callsign
issue.

They used to ask \$35 for 5 year aircraft radio station license and I have
been

warned that the next renewal will be \$105. Sheee....eeezzzz. :-x

To change to a happy note- thanks to everyone who responded to my question
about dial cords and replacement thereof. Even to Jeff and his pre-owned
dental
floss.

73 es tn timer Stan - WB5LBH (watch for a new call here)

P.S. Does "DF hams" mean what I think it means?

From boatanchors@theporch.com Fri Feb 3 13:57:20 1995

Date: Fri, 3 Feb 1995 10:44:18 -0600

Message-Id: <9502031646.AA2660@hqsmtp.ops.3com.com>

From: Joe Reda/HQ/3Com <Joe_Reda@3mail.3com.com>

Subject: Re: ARLB011 Vanity call sign order

Dave says:

>This is pretty bizarre, from an Australian point of view... We currently
>pay \$37/year for our licences, and callsigns are re-issued all the time.

It's because the FCC has finally come in to the 80s and now has
computers that can handle the extra work. I wonder if their computers are
like the ones I saw at Air Traffic Control once . . the kind that have tubes
in 'em??!?

\\Joe KC6TXU

From boatanchors@theporch.com Fri Feb 3 18:59:35 1995
Date: Fri, 3 Feb 1995 16:10:13 -0600
Message-Id: <Pine.SUN.3.91.950203165156.23198F-100000@access3.digex.net>
From: Tony Stalls <rstalls@access.digex.net>
Subject: Bill Grenfell, W4GF (SK)

Apologies for going off subject again, but there are enough of us here who
have been around long enough to have known Bill Grenfell, W4GF, who held
several posts in the amateur radio areas at the FCC, including being Chief
of the Amateur Service Section until his retirement in 1971. Sadly, Bill
died a week ago today (1/27/95) after a long illness.

I'm not aware of any memorials that have been set up as yet, but if you
have an interest, please let me know. Bill was a member of my QCWA
chapter and I'm sure I'll have some information after our executive
committee meeting tomorrow.

Tony Stalls, K4KY0 (VA)
rstalls@access.digex.net

From boatanchors@theporch.com Fri Feb 3 13:21:33 1995
Date: Fri, 3 Feb 1995 10:31:24 -0600
Message-Id: <m0raQhg-0007PQC@beacons.cts.com>
From: Kevin Sanders <kevin@beacons.cts.com>
Subject: Boatanchor QSL Card trade?

Greetings,

Does anyone on the list have a QSL card with a boatanchor theme?
Mine does, and I'd be interested in collecting other cards with this
theme. How does the idea of trading boatanchor QSL cards sound? I
know we haven't had on-the-air QSOs, but I think posting to this list
is close enough ;-)

73,
Kevin KN6FQ

From boatanchors@theporch.com Fri Feb 3 15:05:09 1995
Date: Fri, 3 Feb 1995 12:20:26 -0600
Message-Id: <Pine.SUN.3.91.950203121805.12907C-1000000@ncrsun7>
From: Kevin Anderson <anderson@ncrsun7.ncr.usace.army.mil>
Subject: Re: Boatanchor QSL Card trade?

On Fri, 3 Feb 1995, Kevin Sanders wrote:

> Greetings,
>
> Does anyone on the list have a QSL card with a boatanchor theme?
> Mine does, and I'd be interested in collecting other cards with this
> theme. How does the idea of trading boatanchor QSL cards sound? I
> know we haven't had on-the-air QSOs, but I think posting to this list
> is close enough ;-)

I'm in the process now of putting together my QSL card, and would therefore be interested in what I could put on easily, such as a telegraph key or sparks or ????. It would be nice for someone to scan and provide (either as GIS or PS) some of these types of symbols.

Cheers/73. Kevin, KB9IUA

Kevin L. Anderson, CENCR-PD-W, U.S. Army Corps of Engineers
Rock Island District Office, Planning Div.-Waterway Systems
Rock Island, Illinois 61204-2004, USA phone:(309) 794-5586
e-mail: anderson@ncrsun1.ncr.usace.army.mil

Opinions expressed here are my own and do not represent the
U.S. Army Corps of Engineers or the Federal Government.

From boatanchors@theporch.com Fri Feb 3 17:56:47 1995
Date: Fri, 3 Feb 1995 14:07:05 -0600
Message-Id: <Pine.3.89.9502031343.A2512-0100000@thelair.zynet.com>
From: johnb@thelair.zynet.com
Subject: Re: Boatanchor QSL Card trade?

I've got a BA qsl too. I'll have my friend scan it in , if this sounds like a Net Good Thing.

/john

From boatanchors@theporch.com Fri Feb 3 14:14:38 1995
Date: Fri, 3 Feb 1995 10:48:13 -0600
Message-Id: <950203114809.2020ea27@LUNDY.NIAGARAC.ON.CA>
From: JR6205@lundy.niagarac.on.ca
Subject: boatanchor qsls

well here is a new thread but what do you think is a 'boatanchor' card
personally , i would like to have a collection of cards from
w1mk, w8jk, w6am, w9iop etc old cards from the great ones that is
w2pv would make the list
w2nsd would make mine but cause a big debate i'm sure
is there any market out there -- like i said
id sure go after john krauss and don wallace

trade you 2 w1aw's and a whole slew of ve3's
de john (ve3ll - fn03)
JRUSSELL@lundy.niagarac.on.ca

From boatanchors@theporch.com Fri Feb 3 14:29:33 1995
Date: Fri, 3 Feb 1995 11:28:51 -0600
Message-Id: <9502031729.AA07340@altair.krl.caltech.edu>
From: Tim Shoppa <shoppa@krl.caltech.edu>
Subject: Re: Comments on Collecting

> This gleeful talk of taking soldering iron to hand and altering vintage
> radios from the way they were originally designed just leaves me
> baffled.
>
> At some point haven't you asked yourself why you are collecting and
> using vintage radios? What kind of answer did you get back? Was it
> something along the lines of "nostalgia", "recreating memories of a past
> era", "getting to own and use radios like I dreamed of as a kid",
> "discovering (or maybe remembering) how ham radio used to be"? These
> are the answers I get. I bet yours are similar.
>
> So what does this longing for an earlier time mean? What does it imply?
> Well, to me it means that you use the radios as-is and you learn to
> view the design deficiencies, operational quirks, or endearing traits as
> part of the soul of the radio. They give the old radio its personality,
> its character, and its charm. To borrow an expression from the most
> recent QST, they let the radios "talk to you".
>
> Anybody can swap out enough components in a Viking to make the audio
> lose that distinctive "Viking sound". But in doing so, the transmitter
> has lost some of its on-the-air identity. You don't like the SSB
> reception in your SX-100? Add a product detector to "modernize" it.
> And the radio has become just a bit more sterile for the change. Uneasy

> because that HT-37 has a weak power transformer? No problem, just slap
> in a Peter Dahl replacement and forget about it. And the set has taken
> a step toward becoming an appliance.

But... even back when these radios were "new", modifications were quite common. Take a look at any of the old "Hints and Kinks" articles in a 1950's QST, for example. And the military surplus has always been heavily modified by hams, to the point of even substituting whole new IF strips. If we modify the radios to make a similar improvement, where the original was often extremely lacking, we're just using the radios in the same way as they were used when almost new!

That said, I have to admit that I'll be a lot more interested in buying a nice old rig that doesn't have extra holes drilled everywhere in it to support modifications. But if you're going to use the radio, and there's a simple modification you can make to make it more usable (or less chirpy, or more stable, or less TVI-producing), and don't care all that much about resale value, I say go ahead and make the modification.

Tim. (KA0BTD) (shoppa@altair.krl.caltech.edu)

From boatanchors@theporch.com Sat Feb 4 00:21:14 1995
Date: Fri, 3 Feb 1995 21:50:59 -0600
Message-Id: <e1e_9502032226@satlink.oau.org>
From: Russ.Lebblanc%225@satlink.oau.org (Russ Leblanc)
Subject: Costas Loop/GE FRR-48????

Perhaps someone can help me with some history on this project.

Per Moore's book, the synchronous detector developed by Costas at GE for the Air Force back in the 50's was implemented in the FRR-48. It was unique in that it did not require a carrier, the VFO was controlled by info in the sidebands (DSB mode).

Did this ever reach production?

Anyone who can supply info on this design, radio, or work on this topic I'd appreciate it. I heard somewhere Dr. Costas wrote a paper on this in an IRE journal.

Russ LeBlanc

rleblanc%225@satlink.oau
___ Blue Wave/QWK v2.12
--- FidoPCB v1.4 [ff232/a]
--

|Fidonet: Russ Leblanc 1:363/225
|Internet: Russ.Lebblanc%225@satlink.oau.org
|
| Standard disclaimer: The views of this user are strictly his own.
| From C.F.Satlink +1-407-240-7781 (ANSI or Vt-100 _required_).

From boatanchors@theporch.com Fri Feb 3 18:12:06 1995
Date: Fri, 3 Feb 1995 14:55:49 -0600
Message-Id: <199502032052.0AA01581@uro.theporch.com>
From: "MELUCAS, MARC P." <MELUCAS@wsmc-mis.af.mil>
Subject: Dayton

Greetings Gang-

OK Larry, you tickled that one dormant brain cell (filament?) and
I have to ask: When is Dayton this year? Time is at hand to plan!

Marc

From boatanchors@theporch.com Fri Feb 3 08:56:32 1995
Date: Fri, 3 Feb 1995 06:21:24 -0600
Message-Id: <199502031221.HAA08186@espresso.eng.umd.edu>
From: Philip Gwyinne McCoy <dgnova@glue.umd.edu>
Subject: Detrola

Subject Detrola:

The detrola was made by the detrola manufacturing company hence
the name. It covered 200 to 400 kc with a 135kc IF. It was designed
so that it could be mounted in a standard aircraft
panel instrument mounting hole, like the oil pressure gauge or
altimeter. It had no dynmotor, the tube plates were run at 28 volts.
An unit made by setchel-carlson worked the same way but used
loctal tubes and was better built.

From boatanchors@theporch.com Fri Feb 3 14:19:28 1995
Date: Fri, 3 Feb 1995 10:52:16 -0600
Message-Id: <9502031653.AA12763@cushy.eecs.nwu.edu>
From: flasch@cushy.eecs.nwu.edu (Norm Flasch)
Subject: Re: Fixing a Boonton 160A Q-meter

>

> A couple of years ago I picked up a Boonton 160A Q-meter from the
> scrap pile here a work. It didn't work when I got it, but I traced
> the problem to the thermocouple used to measure RF current and compute
> the Q. Bypassing the thermocouple made the whole thing come to life,
> but I can't measure Q (at least directly).

>
> Is there anything (even solid state) I can use to replace this
> thermocouple and bring my Q meter back to semi-original state. I know
> that there is a fellow in NJ who has a stock of those things and can
> fix the meter, but I've heard that it's rather costly.
>
> 73, John WA1HNL
>
John:

I used to work with thermocouples at Borg-Warner Research. Making your own can be very inexpensive if you know what type of thermocouple it is. Are the leads on the bad couple colored? For example

blue/red = copper constantan
white/red = iron constantan
yellow/red = chromal alumel (sp?)

There are also called type J, T, E etc, for the various types as abbreviations. But, it has been a long time since I have used these, so my memory is not clear on the details. Get yourself a good reference. The point is that you can easily make your own thermocouple by twisting the ends of the correct wire together and soldering it. The couple will be fine up to the melting point of the solder. The leads that go to the couple are thermocouple wire. So, if you have enough lead, you can make your own by cutting the old couple off, twisting the leads together and soldering. For higher temps, we used a water welder to make the couple.

--

Norm Flasch flasch@eecs.nwu.edu Northwestern University
Electrical Engineering and Computer Science

From boatanchors@theporch.com Fri Feb 3 20:51:36 1995
Date: Fri, 3 Feb 1995 17:57:37 -0600
Message-Id: <9502032130.AA07027@ausable.crd.Ge.Com>
From: mallick@ausable.crd.ge.com (John Mallick)
Subject: Re: Fixing a Boonton 160A Q-meter

Many thanks to all those who sent me ideas about fixing/replacing the thermocouple in my resurrected Q-meter. It occurs to me that the thermocouple ammeter works by generating a voltage proportional to the power (heat) lost in a resistive element which is measured by the thermocouple junction itself, and it is probably this resistor which "burns out". Am I right on this? Can I just replace the resistive element and "glue" the thermocouple back on, or is this just a pipe dream?

Once again, thanks to all who responded.

73, John WA1HNL

From boatanchors@theporch.com Fri Feb 3 12:47:08 1995
Date: Fri, 3 Feb 1995 08:51:15 -0600
Message-Id: <Pine.3.89.9502030623.D12782-01000000@mm1001.theporch.com>
From: Kevin J Pease <kevin@mm1001.theporch.com>
Subject: For Sale or Trade.

I posted a message a while back on some things that I have for sale or trade. I still have most of the stuff so I am re-posting.

- 1 - Viking Valliant.
Working but has soft 6146's. It has the w6bm audio mods. It needs cosmetic work. I have the manual. \$150.00 or offer.
- 2 - Halicrafters Sx110 reciever.
Works has original Halicrafters tubes. Looks pretty nice. No Manual. \$100.00 or offer
- 3 - Halicrafters SX100 receiver.
It works good but needs cosmetic work. Have original manual missing cover and first page and schematic. Need new glass for bandsread dial. \$75.00 or offer.
- 4 - Halicrafters SX101 Mark III.
Works good. Needs cosmetic work. I have the original Manual. It is missing part of the schematic. \$100.00 or offer.

I would trade for Viking 1 or DX-100 or other rack mountable transmitter. Maybee good homebrew Rackmount AM transmitter. Or Globe. King 300,400 etc. Also would like Halicrafters SX-115 or SX-111 Receiver.

Accept other interesting Reciever or transmitter trades.

Kevin J Pease WB0JZG Mt Juliet, TN.
mm1001.theporch.com

From boatanchors@theporch.com Fri Feb 3 23:34:41 1995
Date: Fri, 3 Feb 1995 20:46:57 -0600
Message-Id: <199502040246.UAA26030@quake.xnet.com>
From: mshaum@xnet.com (Mark Shaum)
Subject: Re: FPM-300 drive belts

> Let me know if locate a source for the bandchange drive belts. I have an FPM-
>300 that's already to go on the air except for the belt rotted away.
Everything
>I've tried so far has been close, but not quite. I keep ending up with Metric
>itches and they don't grip the sprockets correctly. Good luck!
>

Well, I've given up on locating an exact replacement belt. This one was truly shot, with what once might have been rubber teeth with a fabric backing assuming the waxy-quality of those leaky paper caps we all know and love. The teeth in the belt just more or less rubbed off.

I have a temporary belt in place that consists of (in inner to outer order) what was left of the original belt, used only for its now-sticky nature, three rounds of electrical tape semi-glued to the fabric backing with a little liquid electrical tape (the only adhesive I have that seems to retain sufficient flexibility for something like this!, a few rubber bands and another layer or two of electrical tape. It won't go full circle without the two bandswitches getting 'out of sync' but I can bounce from 80 to 40 to 20 and back without problems.

I'm going to try some dial cord belts and/or phonograph belts. If I lessen the tension on the 'secondary' band switch detent, I can lessen the torque requirements hopefully enough without slippage causing the switches to lose sync again.

For a long term solution, I'm going to dig through hardware or hobby stores to locate a suitable pair of gears (if possible.. 1/2 to 3/4 inch outer diameter max) and chain, or a ball-drive arrangement with detented pulleys. This will be an inexpensive solution if I find the right sized parts, so remind me in a week or two, as I'll pick up a second set for you if I find something that will fit without too much metalwork..

Other plans for the FPM.. minor wiring changes to allow the PTT to function on CW. The rig also uses the "audio tone through the SSB generator" method of CW generation ala the Collins 32S-1. Definitely not for a brass pounder like myself. The 1750 hz zero-beat tone is nasty enough, let alone the not-quite-suppressed carrier that is present 1750 hz away whenever the vox is keyed. Since the IF is 9Mhz, a cap switched across the carrier osc xtal in transmit mode should allow enough shift for 'real' CW, keyed carrier. The receiver AGC, although a decent design, needs a little time-constant changing. A SB-301 style shunt noise limiter across the last IF can is also planned.

Other than that, it works pretty well. Solid 100 watts CW output, over 150

watts out peak on SSB. Stable enough and seemingly rugged enough for my possible mobile ops with it.

73! - Mark, NE9G

From boatanchors@theporch.com Fri Feb 3 11:59:49 1995
Date: Fri, 3 Feb 1995 08:20:42 -0600
Message-Id: <3479@sat.ampr.org>
From: ki5sl@sat.n5lyt.ampr.org (Rick_Blank)
Subject: Re: Free List

In message <Pine.3.05.9502020935.B6022-a1000000@booz.bah.com> k1zat@bah.com writes:

>
> Dolly Parton got up on stage on time to accept an award at one of the
> country music annuals. She was wearing an tight dress that split as she
> was going up. Her statement was something like "10 pounds of sugar in a 5
> pound sack doesn't work too good". This fits what Jack and Phil are
> seeing/doing. You cant run 100 megs of data/email DAILY over a 28.8K SLIP
> and expect everything to be peaches and cream.

>
> Maybe its time (shudder) to resurface the idea of taking BA to the USENET
> newsgroup "domain" with an FTP archive; that's probably as close to a free
> list we're gonna get.

>
> jd

>
>
>
>
>

--

If the BA list goes to usenet, I won't be one of the users as our amateur connection does not support the newsgroups....I for one would vote not to do this.

Rick Blank, KI5SL
ki5sl@sat.ampr.org
2223 Blanco Road
San Antonio, Texas 78212
end

From boatanchors@theporch.com Fri Feb 3 09:24:22 1995
Date: Fri, 3 Feb 1995 06:30:12 -0600
Message-Id: <9502031230.AA28549@kali>
From: Andy Wallace <wallace@mc.com>
Subject: HR0-50 (plug-in) mods, coil calibration

Richard Humphrey's comment about plugging a sync or product detector in the NBFM socket of an HRO-50 got me interested. I spent part of a week last summer cleaning up my HRO-50T1, which I have had since 1977. I later traded an RAS (National) plug-in noise blanker for the NBFM unit, with someone on the ba list! (Tom Adams, I think!)

I am not near any issues of Electric Radio now -- but doesn't the Dovetron product detector plug into the NBFM socket? Has anyone tried this? Any QST articles pointing to such a homebrew project?

Steve Johnston makes a sync detector kit, based on the chips in the Sony ICF-2010 portable. It uses a 455 kHz IF signal....has anyone tried fitting THIS to the NBFM socket of their HRO or NC-183?

And lastly, is there an EASY way to tune up the coil sets? My brother and I did it around 1981 and it was a tedious affair. Switch off the B+, pull the coil, turn a quarter turn, plug back in, hit the B+, check the levels, pull it out again, etc. Can I make some sort of jig? I do have a signal generator (URM-25D built-like-a-tank) and a modern digital receiver for frequency checking. It would be nice to test/align the coils OUT of the receiver.

--Andy

If this message just stirs up HRO conversation, that's fine with me!

From boatanchors@theporch.com Fri Feb 3 12:20:44 1995
Date: Fri, 3 Feb 1995 08:28:57 -0600
Message-Id: <Pine.3.89.9502030913.A26930-0100000@indy1>
From: "Roberta J. Barmore" <rbarmore@indynet.indy.net>
Subject: Re: HRO-50 (plug-in) mods, coil calibration

Andy asks if there's an easy way to tweak up the coil sets on an HRO. Barring info from the real HRO mavens on the list, I'd say nope:

About ten years ago, I went to California to visit a friend; she lives in LA but worked her way up the coast on her vacation, and we met in San Franciso. Sitting in the crowded hotel restuarant, we were talking about mutual friends and the topic of HRO alignment came up.... (Okay, I *do* live and breathe radio. Remember the HRO I sold for a friend awhile back? Yep, that one).

There was an older couple in the booth next to us; the man turned around and said, "HRO? That National radio? I worked for them and that's what I did at the factory. It's pretty hard, we used a special jig."

And we chatted a bit about old radios, traded call letters (sorry, guys, I've forgotten his) and went our seperate ways.

So, that's how National supposedly did it. :)

73,
--Bobbi

From boatanchors@theporch.com Fri Feb 3 13:56:31 1995
Date: Fri, 3 Feb 1995 10:38:10 -0600
Message-Id: <199502031634.KAA05898@uro.theporch.com>
From: Jack Taylor <n7oo@huachuca-emh8.army.mil>
Subject: Re: HRO-50 (plug-in) mods, coil calibration

I second Andy Wallace's comments about the HRO since I'm a recent 'owner' of a lovely old HRO-50T. Incidentally, the "T" stands for "Table model". I wonder how many rack mount units are out there? Anyway I'm all ears about alignment methods, detectors and adaptors for this unit!
73 de Jack

From boatanchors@theporch.com Fri Feb 3 19:10:54 1995
Date: Fri, 3 Feb 1995 15:53:50 -0600
Message-Id: <9501037918.AA791848308@CCGATE.HAC.COM>
From: jcreid@CCGATE.HAC.COM
Subject: Introduction

Larry's intro was well done, so I guess I'll take a stab at it.

My name is Jim Reid. I'm a 35 year old development engineer for Hughes Aircraft Co. in Torrance, CA. I've been in So. Cal. almost 12 years, but I'm ready to move my family back to the Midwest from whence I came. A resume is on file for immediate download to any perspective employers out there in BA land.

I became an official ham in 1988, but I've messed with radios of various sorts since I was old enough to bend all the tubes over in my dad's Eico kit FM tuner. I'm mostly in to tube-type broadcast radios, but I've strayed off into other areas such as transistorized novelty radios. I've also picked up a couple of old TV's along the way, but they're not my forte.

Most of my ham fiddling has been with old Motorola FM stuff. My uncle had given me a Motrac control head as a Christmas present when I about 6. It had a gutted microphone and a D cell inside to make the red and green lights operate. I guess that stuck in my mind and I have craved Motorola equipment ever since. I still have quite a bit of it on the air. My interests in HF are beginning to peak since I became a member of the BA list about a year and a half ago. I'm in the process of assembling a decent station and as soon as I can kludge an antenna and improve my code speed, I should be punching some small holes in the ether on a regular basis.

See you on the list!

-Jim N6SVS

From boatanchors@theporch.com Fri Feb 3 17:50:23 1995
Date: Fri, 3 Feb 1995 13:30:12 -0600
Message-Id: <9502031931.AA11434@wrdis01.robins.af.mil>
From: lakeith@wrdis01.robins.af.mil (Larry Keith)
Subject: Let's Learn From The Lurkers..

In your message of 2 Feb 1995 at 1930 EST, you write:

>
> What puzzles me is: If this list has 355 users, why do I see only about 30 of
> them active? I dunno...I'm sending in my money and taking my chances that the
>
>
> Dave Sharp
>

Good point, Dave! Maybe we can learn something from the lurkers..

At one point, new subscribers to this list were asked to post an introduction and tell us about their boatanchors.. Maybe that is a good idea. I would like to know more about the folks that have subscribed since the gates opened. An introduction post might go something like this:

I am almost 53 years old and have been a ham for almost 30 years. Unfortunately, I was not active all that time. I am a Senior Systems Engineer for a contractor at Robins AFB, GA. I got interested in boatanchors in 1987 when I bought a Drake TR-4C and some other gear >from a ham who was getting out of the hobby as I was getting back in! The TR-4C is still in my shack along with a set of Drake Twins, a TR-3 and some other boatanchors. Most of my boatanchors come from various hamfests around here. I usually try to make a couple each month. You can find me by looking for a grey Ford pickup in the Bone Yard with several tables of pieces/parts that I try to peddle so that I can bring home more boatanchors..

Since I used to live in Dayton, Ohio, I am hooked on the Dayton Hamvention -- the greatest boatanchor show in the world. Despite last year's weather it was a super hamfest because I got to meet several of the people on this list.. W4PPT, KR1S, and several others of us got together for dinner on Friday night. We are going to repeat that experience, this year.

You can usually find me on 40 meters (SSB) somewhere in the vicinity of 7.2 mc.. I dodge up and down to avoid the SWBC QRM..

I also try to find, acquire, and sell some gear. I don't find as much

as Don Merz, but I have some fun with it..

I like my boatanchor gear because it is something that I can work on and tinker with.. Mod Police, please note that I have not made an major mods!! 8-)

I like this list because of the interesting information that gets posted here and the friendly, helpful attitudes of the subscribers. Ask John Brewer about finding weird parts in a hurry.. You will see what I mean. I have been a subscriber to this list ever since Jim Lockwood ran it from sun.com out on the left coast.. Seems like ages, but it has only been about 3 years.

BTW, I am meeting up with Jim, in Atlanta tomorrow morning, to do a big boatanchor deal. One of my better stories is about giving Jim a sales pitch about this list, at a recent Atlanta hamfest, before I realized that he was the guy who started the darn thing!

That's enough from me. Let's hear from you.

73,
Larry Keith, KQ4BY (lakeith@robins.af.mil)
Warner Robins, Georgia
How many more days 'til Dayton?

From boatanchors@theporch.com Fri Feb 3 18:18:50 1995
Date: Fri, 3 Feb 1995 14:52:15 -0600
Message-Id: <9502032050.AA10968@cen.com>
From: gc@fox.gsfc.nasa.gov (Gary Chatters)
Subject: Northern Radio radio

While rummaging through some files this BA related question just sort of popped to mind:

Did Northern Radio make any radios?

Let me explain a little. Back in the hollow-state era Northern Radio built various items of communications equipment. Most of what I have heard of is RTTY related (FSK convertors and keyers, etc.)

Northern Radio has come up on this list before. A member of the list (Mark) aquired a model 115 VFO and a model 105 FSK keyer (which made its way to my project queue). So we know they built stuff to generate RF.

Some time ago someone with limited knowledge of radio made a query on USENET about a Northern Radio model 551 (that number's from memory, could be wrong). The implication was that this was a radio (transceiver

or maybe just a transmitter), but the poster wanted to know just what it was good for. I don't recall that he ever got a response.

So that gets me back to my question: Did Northern Radio make any transmitters, receivers or transceivers?

Also, if anyone has a manual or at least schematic for the model 105 FSK Keyer, I'd like to get a copy.

73,

Gary

From boatanchors@theporch.com Fri Feb 3 08:59:18 1995
Date: Fri, 3 Feb 1995 06:18:43 -0600
Message-Id: <950203121643_72227.1640_EHM40-2@CompuServe.COM>
From: "David L. Stinson AB5S/7" <72227.1640@compuserve.com>
Subject: Off-Topic Posts...Ain't!

About posts that are "airplane"

For Cris-sakes... Mosts of the posts about airplanes here have to do with OLD RADIOS IN AIRPLANES!

I pay for all the mail, too. I don't give a royal red rat's rear for Halliscratchers stuff or KWM-1s, but you don't see me whining and moaning about it.

Folks, if you're gonna take the roses, you gotta take the thorns. There are tons of people on here, with widely divergent interests that all have something to do with old radios. A backgrounder on a warbird that carried those radios makes perfect sense and is as easy to DELETE as the Collins messages I routinely send to Bit-Hell.

Come on, guys. Life's too short to bitch over trivialities.

73 DE AB5S/7

Dave Stinson

Lost Wages, Nevada

From boatanchors@theporch.com Fri Feb 3 23:11:42 1995
Date: Fri, 3 Feb 1995 20:25:06 -0600
Message-Id: <199502040224.UAA22454@uro.theporch.com>

From: Jerry Proc VE3FAB <NGGTZKNK@admin.humberc.on.ca>
Subject: Posting to Boatanchor Enthusiasts

Dear Members,

I have been lurking here for several days now and I find most of the material quite interesting. The message about most of the traffic being generated by 30 out of 400 members also caught my eye. Perhaps I can be of assistance to other military radio enthusiasts.

I am the radio restoration volunteer for HMCS Haida, a World War 2 Tribal class destroyer moored in Toronto. Since 1992 I have been quite successful in restoring life to much of the ship's radio equipment and have produced a 150 page research paper on radio systems aboard ships in the Royal Canadian Navy. If anyone needs information on Marconi gear such as the CSR5A, or the PV500 transmitter, I can provide assistance. Also, I have information on American built gear such as the RAK, the AN/URR35A and the AN/URT502.

Also I have information on American built gear such as the URR35A receiver, Question - I would like to know if there is a similar group such as the Boatanchors in Great Britain. In spite of much effort I have not been able to identify British Admiralty pattern transmitters Models 60FR and 60 EM. Can anyone identify these?
rally

Now to switch from ships to planes. I have an original copy of the Radio Service Manual for a B-24D Liberator dated 1942. If anyone has questions regarding radio systems in that aircraft, I will try to find answers.

There are many other items that I would like to discuss, however, I would to keep it short on the intro. This Internet account that I have is valid until March 15/95.

Regards,
Jerry Proc, Internet Student
NGGTZKNK@admin.humberc.on.ca
Humber College, Etobicoke Ontario

From boatanchors@theporch.com Fri Feb 3 23:57:24 1995
Date: Fri, 3 Feb 1995 21:14:47 -0600
Message-Id: <199502040315.VAA02018@zoom.bga.com>
From: Henry van Cleef <vancleef@bga.com>
Subject: Product and synchronous detectors

I keep hearing about product detectors and synchronous detectors, and none of my references say anything about these.

I understand that a product detector mixes in a local oscillator with a single sideband signal in a mixer tube. How is this different from

introducing a BFO signal into the grid of the last IF and processing the result through a conventional diode detector?

I saw an article in a recent Electric Radio about a synchronous detector kit for 455 Khz. The article talked about pasting a bunch of surface mount devices on a printed circuit board----a style of construction that's too much for the old man's eyes and hands. But what is this thing supposed to do? How does it operate?

I'm particularly interested in vacuum-tube type implementations of these----how they might appear in a boatanchor radio.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Fri Feb 3 18:28:46 1995
Date: Fri, 3 Feb 1995 14:43:43 -0600
Message-Id: <Pine.3.07.9502031458.A10969-c1000000@cap1.capaccess.org>
From: "Richard A. Stalls" <rstalls@capaccess.org>
Subject: RE: Purism vs.....

On Thu, 2 Feb 1995 RICHARD_HUMPHREY@hp5200.desk.hp.com wrote:

> While I agree that it's no longer acceptable (*) to convert an ARC-5
> to an SSB XCVR, if I can plug something into the NBFM socket of my
> HRO-50 to make it receive SSB without sounding like slop-bucket, or
> indeed plug in a sync detector for much better AM detection, then do
> it! I get the dual advantage of modern performance done on a classic rig.
>
> (*) It may have been fine in the context of the 50's to try something
> as amazing as this conversion. I'm not a historical revisionist, so
> no comment as to whether it was acceptable then or not, particularly as
> viewed from today. I am sorry that a lot of those old rigs got trashed
> back then, simply because it means less around for us to play with.

Bac in the 50's, there were warehouses full of SCR-599's, ART-13's, BC-348's, etc. and believing that they were just junk in inexhaustable quantities to be stripped, we did just that. The magazines and Hints & Kinks were all full of "conversion" articles. I remember a new condition (I think) BC-696 that I stripped to the bare chassis to use the cabinet!

Anyway, that's what made these gems worth what they are today and I wince at the suggestion of getting a drill within 20 feet of them. The \$2 special BC-348 "Conversion" information advertised in ER (I bought it) is a compendium of the old 50's write-ups and suggests drilling holes in the front panel for s-meters, and so on. I considered asking him to put an

insert in telling people who might actually make those cuts that by so doing, they will instantly turn a \$100 radio into a \$25 one.

> (Gotta work on that Extra. Is W6BA taken? W6HR0? Oops, left coast bias.
> All proper ham calls start with a W followed by a 6. At least that's
> what I learned growing up around here! W6AM? No, some calls should be
> retired to the callsign hall of fame.)

I agree about reserving certain calls like W6AM. I suggested it in the r.r.a.p newsgroup and got eaten alive by the 2x1's and even some newbie 2x3's.

BTW, anybody that wants a copy of the R&O for the vanity call signs, send me an e-mail and I'll forward.

Tony Stalls, K4KY0 (VA) rstalls@access.digex.net.org
(Direct replies to this address please. Note that it is different from my BA address.)

From boatanchors@theporch.com Fri Feb 3 09:03:32 1995
Date: Fri, 3 Feb 1995 06:24:56 -0600
Message-Id: <199502031225.HAA08225@espresso.eng.umd.edu>
From: Philip Gwyinne McCoy <dgnova@glue.umd.edu>
Subject: Q5er

For Q5er IF cans try Fairradio, telephone (419)-223-2196.

From boatanchors@theporch.com Fri Feb 3 15:39:19 1995
Date: Fri, 3 Feb 1995 12:40:16 -0600
Message-Id: <53ECB1636C6@s1.xetron.com>
From: "Jack Giehl" <JACKG@s1.xetron.com>
Subject: R390A Ballast Tube

Greetings BA enthusiasts.

I have seen occasional inquiries regarding the ballast tube for an R-390A that regulates the filament voltage for the BFO and VFO oscillator tubes, which is a 6BA6.

I've always wondered.. Just what the heck does that ballast tube do? How does it do it?

I had my 390A on the bench doing some routine maintenance. Roy Morgan recently sent me some tube adaptors, and I thought I would put them to use. I plugged the 390A into my bench

Variac with meter, and made measurements of the filament voltage of the BFO tube, followed by measurements of the filament of an IF amplifier tube (non regulated).

Results:

Line	BFO	IF
120	6.65	6.20
115	6.50	6.03
110	6.30	5.81
105	6.10	5.50

The results were interesting. The BFO tube has a filament voltage 5.5% higher than it should be at 120 line volts. The regulation appears minimal at best. I tried another 3TF7 and repeated the measurements. The results were about the same. I did notice that some settling time was necessary when making the measurements. With a cold ballast tube, the voltage on the BFO tube soared to about 7.2 volts before slowly dropping to the chart value.

I think there may be some merit to eliminating the ballast tube if it fails by switching to 12BA6 oscillator tubes and shorting out the ballast tube connection.

Jack

73,

=====

Jack, WB8BFS

jackg@xetron.com Loveland, Ohio (near Cincinnati)

"Peak the grid, dip the plate, and keep the fire in the wire."

=====

From boatanchors@theporch.com Fri Feb 3 19:35:32 1995

Date: Fri, 3 Feb 1995 17:09:28 -0600

Message-Id: <950203230709_71333.144_DHQ77-8@CompuServe.COM>

From: don merz <71333.144@compuserve.com>

Subject: R4B Crystal SOLD

Thanks to all who inquired about the 160 meter crystal for the Drake R4B. It has been sold. Sorry.

New crystals can be had from JAN for about \$13. They're at 1-800-jan-xtal.

Thanks.

From boatanchors@theporch.com Fri Feb 3 12:21:00 1995

Date: Fri, 3 Feb 1995 08:40:14 -0600

Message-Id: <"Macintosh */PRMD=MOT/ADMD=MOT/C=US/"@MHS>
From: Scott_Johnson-AZAX60@email.sps.mot.com
Subject: RE>Re- ARC-21 & ARC-65 (was

Reply to: RE>Re: ARC-21 & ARC-65 (was ART-13)
I THINK THE 18Z-3, THE CIVILIAN COUNTERPART TO THE ARC-58, HAD THE ALL MODE
CONTROL BOX. NEVER HAVE COME ACROSS ONE, THOUGH. WHICH -135'S HAD THE ARC-65?
I WAS ONLY AWARE OF THE ARC-65 AND THE ARC-190 (NOWADAYS) BOY, I WISH I HAD ONE
OF THOSE, EVEN IF IT'S NOT A FIREBOTTLE, IT'S STILL COLLINS!
73, SCOTT KC7BGE

From boatanchors@theporch.com Fri Feb 3 15:20:32 1995
Date: Fri, 3 Feb 1995 12:16:44 -0600
Message-Id: <199502031818.KAA05822@hobbes.UCSC.EDU>
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Running on lowered voltage (was 2 Questions)

I imagine that ordinarily running things at lower than rated voltage
prolongs life. However I seem to recall - can anyone else confirm or
deny? - that certain kinds of transmitting tubes suffer if run at too
low filament/heater voltage. I sorta remember reading maybe in a tube
manual or maybe the ARRL handbook where they say to measure the filament/
heater voltage right at the tube pins to be sure it is within spec, so
you aren't fooled by voltage drop in the wires or contact resistance in
the socket. And that the tube can be damaged if the voltage is outside
the spec limits in either direction.

From boatanchors@theporch.com Fri Feb 3 14:39:24 1995
Date: Fri, 3 Feb 1995 11:48:50 -0600
Message-Id: <m0raSAU-00001NC@infi.net>
From: tcltd@infi.net (James Toney)
Subject: subscribe

tcltd@infi.net

--

J. Toney/tcltd@infi.net//compuserve 74740,165//KD4UEX//Williamsburg, VA

InfiNet, L.C. | Hampton Roads' Premier Online Information System
| (804) 627-1828, login guest, password guest to register

From boatanchors@theporch.com Fri Feb 3 10:48:32 1995
Date: Fri, 3 Feb 1995 07:52:43 -0600
Message-Id: <9502031347.AA20416@uvs1.orl.mmc.com>
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)

Subject: Re: Surplus and TVI

Just a touch off subject but one thing that amused me was the airlines campaign against notebook computers. I have inductive pickups in my hearing aids and an aircraft interior is one of the *noisiest* environments I have ever been in. Might not be the same frequencies but I can "hear" a lot of avionics and control signals as well and they are much lower than the "singing" of a PC.

Warmly,
Padgett

ps now a Harley magneto from an XLCH hooked to a spark plug (gap and a Yag...)

From boatanchors@theporch.com Fri Feb 3 13:41:23 1995
Date: Fri, 3 Feb 1995 10:20:30 -0600
Message-Id: <9502031616.AA24824@Shiva.COM>
From: John Shriver <jas@shiva.com>
Subject: WEC0 371B

According to Bernard Magers' book, the 371B is a high-vacuum filamentary rectifier. Ef 5V, If 10.3A, PIV 25KV, max anode 1A. Similar types: National Union 371B, United Electronics 271, GE 8020, and NEC 2K71.

From boatanchors@theporch.com Fri Feb 3 14:02:30 1995
Date: Fri, 3 Feb 1995 10:35:09 -0600
Message-Id: <m0raQYk-0007PQC@beacons.cts.com>
From: Kevin Sanders <kevin@beacons.cts.com>
Subject: what happened to logo?

Gang,

There was some discussion a few weeks ago about a boatanchors logo. I haven't seen any lately and wonder if I'd missed the resolution. The last one I saw was a GIF image of a stylized boat anchor with an antenna attached; this was my favorite.

I would be willing to have some patches made up, which could be sewn on a hat or jacket, with whatever logo we all decide on. Is anyone interested? Please email me and I will assess the level of interest. If enough people respond, I will proceed with looking for a shop that can crank out a run of patches.

Please respond via private email to kevin@beacons.cts.com.

73,
Kevin KN6FQ

From boatanchors@theporch.com Fri Feb 3 16:13:34 1995
Date: Fri, 3 Feb 1995 12:56:06 -0600
Message-Id: <199502031859.NAA25572@altair.cs.unc.edu>
From: Nick England <nick@cs.unc.edu>
Subject: what happened to logo?

I traced the cover of a 1957 Burstein-Applebee catalog for the stylized 3-D BA with a lightning bolt through it. Perhaps that's another candidate ?
Nick KD4CPL

From boatanchors@theporch.com Fri Feb 3 18:13:36 1995
Date: Fri, 3 Feb 1995 14:51:33 -0600
Message-Id: <Pine.3.07.9502031532.E10969-81000000@cap1.capaccess.org>
From: "Richard A. Stalls" <rstalls@capaccess.org>
Subject: Re: what happened to logo?

Somebody attached a GIF that looked pretty good to me. Where do we get patches? How much?

I have Johnson Viking and Vibroplex logo sweats and T-shirts from CQ too.

73,

Tony
K4KY0

From boatanchors@theporch.com Fri Feb 3 21:52:38 1995
Date: Fri, 3 Feb 1995 19:16:54 -0600
Message-Id: <199502040115.SAA04371@Freenet.HSC.Colorado.EDU>
From: al511@freenet.hsc.colorado.edu (Robert Neece)
Subject: young hams and BAs

I have a young friend whose callsign is N50P. He's a very sharp fellow, with a wide range of interests. Among other things, he is an avid contest operator, principally on the CW bands. His station is outfitted with modern, store-bought gear. As a result of his enthusiasm for radio contesting and his status as an "appliance operator," I am sure that some members of this list would consider this fine lad's life to have taken a wrong turn. :-)

He was unaware of this mailing list. When I mentioned it to him today by e-mail, I received the following reply:

> Boatanchors, eh? My Dad has a WRL Globe Champion 350 (350 w of
>plate-modulated AM that sounds like a BC station), a Hammarlund HQ-170 and
>an HQ-110. All are in mint condition! He's fired it up a few times and it
>sounds just wonderful. As a little kid I remember watching the 866
>mercury-vapor rectifiers in the thing glow and pulsate as he spoke. The
>sight and aroma of vacuum tube gear is just... Magical.

I hope some of us who are inclined toward an us-versus-them attitude will pause to consider that even many testers, appliance operators, and others, may have hearts of BA-gold.

--

73 de Bob, K0KR